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page 238 the method of "putting the questions" and counting the votes used by the speaker of the house of commons, he says: "le speaker les compte et déclare 'Je pense que les oui l'emportent (the ayes *ave et*) ou que les non l'emportent' (the noes *ave et*)," thus with charming naïveté attributing to that august personage the use of a hybrid Cockney dialect! The author also shows signs of provincial prejudice by quoting with seeming approval the remark of another French writer, M. de Franqueville, who says that at times the English house of commons is so careless of good order that "l'illustre enciente présente souvent l'aspect d'une assemblée de *yankees* beaucoup plus que celui d'une réunion de gentlemen!" (p. 199).

In conclusion it should be said that the work fills a long felt want by furnishing in a clear and scholarly form a comprehensive survey of a class of officials of vital importance in the political world, whose growing influence is more and more worthy of serious attention.

WILLIAM STARR MYERS.

Railroad Promotion and Capitalization. BY F. A. CLEVELAND and F. W. POWELL (New York: Longmans, Green and Company, 1909. Pp. xiv, 368.)

The reader who by the title of this book may be led to expect a dissertation on present day "high finance" will not find his expectation realized, for only in the final chapter of fifteen pages is reference to the methods of the underwriting syndicates that were first employed in this country in 1871 and in England at about the same time. What the reader will find is a setting forth of the physical, political and commercial conditions that caused increase in the means of transportation to be the most pressing need of the newly founded United States. He will find an outline of the manner in which river traffic was developed, wagon routes extended into the interior, and energy turned to the construction of canals. Then the beginnings of the railroads are traced, the popular acceptance slow at first, but that as the possibilities of transportation by rail received demonstration spread with a feverish onrush involving states, counties, and municipalities in the speculative mania that culminated in the panic of 1837, leaving states financially stranded, banks suspended, business prostrate and property depreciated.

The assumption of the state debts by the federal government was effectively opposed; the people of the older states had enough of state enterprise. Recourse was had to the private corporation through which our "unparalleled transportation facilities have been developed." Then appeared the promoter whose energy necessarily was based upon the investment principle that "one with capital will not withdraw it from a field in which it is already profitably occupied and which is well understood, unless some bonus or extraordinary inducement is offered." To offer such extraordinary inducement was the province of the promoter. Opportunity was given far-seeing men to perceive the channels that traffic would take, and to make that exposition of the trend of the future that would attract capital to the enterprise. Opportunity was also given for the visionary and the knave to play upon the fancy of the credulous. To attain his ends the promoter oftentimes scrupled not at corruption in obtaining charters, at the spoliation of citizens and at the under-handed misappropriation of funds. There was no outcry against even the worst of these men, however, until they had extended the foundations of our railroad system. They were enterprising citizens under the conditions of the time and, often at the expense of bankruptcy to themselves, did much to organize the forces, "which have given to America the best equipped transportation service in the world."

Four chapters are devoted to the various forms in which state and local subsidies were given to private corporations leading to the reaction which resulted in legislation that was general throughout the states prohibiting such aid. A chapter is given to the aid extended to private companies by the nation, usually in the form of land grants. This discussion is summed up by the statements "There is no doubt that the benefits received by the railroads from land grants have been smaller than was expected when they were so eagerly sought. . . . the fact that some railroads have been constructed along similar routes and under identical conditions without the aid of grants points to the conclusion that the system of land subsidies was not an indispensable accompaniment of railroad construction in the West. When the grants have proved of service, it has generally been not at a time when their aid was most urgently needed, but after the initial stage of development had been passed by means of loans of public credit and reinvestment of private capital. . . . On the other side it must be said that land grants did contribute very largely toward the rapid upbuilding of the West, and that far-reaching political and economic changes

have been brought about in consequence. It may also be admitted that the system of railroad land grants was as free from abuse as any of the methods adopted by congress for the disposition of its lands prior to the enactment of the homestead law."

This book is the outcome of eight years' research on the part of its authors, who have made an exhaustive examination of the early periodicals and documents and prepared a complete bibliography which is embodied in the volume. The text is clear, painstaking and fortified with reference to authority at every step. The volume is a most valuable contribution to that sane and happily increasing literature from which may be gained an accurate understanding of the conditions under which the railroad system of the United States has grown, conditions in which the fluctuating mental attitude of the body politic has been a foremost factor, at times stimulating railroad development to excess and at times hampering that development with ill-conceived restrictions.

LOGAN J. MCPHERSON.

Principles of Politics. By JEREMIAH W. JENKS. (New York: Columbia University Press. 1909. Pp. xviii, 187.)

This work is comprised of a series of lectures given originally at Columbia University. The lectures now appear in an attractive volume which is sure to prove helpful and interesting to the beginner in the study of politics as well as suggestive to the trained student. As indicated in the preface, the aim of the author has been "to bring into closer touch than is usual the work of the scholar and the practical man of affairs" in the consideration of the problems of politics. Professor Jenks is a well-recognized authority in this field. His writings which always show an intimate knowledge of the workings of government, gathered in a long and varied experience in public affairs, are invariably read with a great deal of interest. In line with the tendency of recent years the purpose of the volume is to bring the subject of politics within the reach of the average citizen and closer to the everyday facts of life.

The chapters deal with the nature of the state and government, political motives, suffrage, political parties, representation, legislation, administration, the judiciary, constitutions and international relations. These subjects are treated very briefly but with a degree of fairness and precision seldom to be found in the older works on politics. The lan-